

IRON SHIPS.

No. <u>2983</u>	Survey held at <u>Glasgow</u>	Date <u>June 30th</u>	18 <u>69</u>
on the <u>Ship "Neva"</u>	Master <u>J. Mitchell</u>		
Tonnage under tonnage deck <u>1038.4</u>	Built at <u>Glasgow</u>	When built <u>1869</u>	Launched <u>10th June 1869</u>
Ditto of poop or spar deck <u>8.56</u>			
Ditto of ^{hold & fore-castle} <u>156.22</u>	By whom built <u>J. G. Lawrie</u>	Owners <u>Hourse & Co</u>	
Ditto of ^{engine room} <u>43.74</u>			
Total Register tonnage <u>1109.74</u>	Port belonging to <u>London</u>	Destined Voyage <u>Bombay</u>	
Gross Tonnage <u>1142.75</u>			
If Surveyed while Building, Afloat, or in Dry Dock <u>whilst building and afloat</u>			

[illegible]

7198 *Len*

Workmanship. Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter times the diameter of the rivets where single rivetting is admitted? *Yes*
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*
Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? *Solid lengths*
Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes* and are the rivet holes well and sufficiently countersunk in the outer plate? *Yes*
Are there any rivets which either break into or have been put through the seams or butts of the plating? *a very few, in corners of Bu*

Her Masts, Bowsprit, Yards, &c., are in *Good* condition, and sufficient in size and length. (If they are of Iron or Steel give the Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of rivetting, quality of Materials, and if stamped with Maker's name.

A double deck

She has SAILS.	CABLES, &c., tested at <i>Sunderland by Hartness</i>	No. on Chain seen by me.	No. and date on Certificate	Fathoms.	Inches.	Tons.	ANCHORS, tested at <i>Sunderland by Hartness</i>	No.	No. on Anchor seen by me.	No. and date on Certificate	Weight. Ex. stock.	Tons.
Fore Sails,	Chain	<i>803</i>	<i>12/5/09</i>	<i>300</i>	<i>1 1/2</i>	<i>55 1/2</i>	Bowers	<i>3</i>	<i>1376</i>	<i>12/5/09</i>	<i>30.2.14</i>	<i>29.1.14</i>
Fore Top Sails,	Hemp								<i>1374</i>	<i>12/5/09</i>	<i>30.0.7</i>	<i>28.13.12</i>
Fore Topmast Stay Sails,	Stream Cable			<i>90</i>	<i>10</i>				<i>1375</i>	<i>12/5/09</i>	<i>25.3.0</i>	<i>25.8.0.14</i>
Main Sails,	Hawser			<i>90</i>	<i>9</i>		Stream	<i>1</i>		<i>12.1.0</i>		
Main Top Sails,	Towlines			<i>90</i>	<i>5 1/2</i>		Kedges	<i>2</i>		<i>6.1.18</i>		
	Warp									<i>3.1.14</i>		
	All of <i>Good</i> quality.											

Her Standing and Running Rigging *Galv. Wire, Hemp* sufficient in size and *Good* in quality.
She has *Two life boats* Long Boat and *Lifeboat*. *Long Boat* 3 *Lifeboats*
The present state of the Windlass is *Lawson* Capstan *New* and Rudder *New* Pumps *Two* *Hand and*

Order for Special Survey DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought
No. *6109* Surveys held 2nd. On the plating during the progress of rivetting *Quite under Special Survey*
Date *July 27/09* while building 3rd. When the beams were in and fastened, and before the decks were laid *from the 1st Jan 1869*
Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated *to the 20th March 1869*
No. *✓* 5th. After the ship was launched
Date *✓* Section 18.

State if she has a Spar Deck *No* Poop *Yes* or Forecastle *Yes*

General Remarks,

The Frames are spaced 24 Ins apart, centre to centre, and are doubled with Angle Bars same size as frames for half the ships length in midships.
The Fore & main Masts & Bowsprit of iron each of four plates. Injoin of three plates 7/8 & 5/8 thick, lands double clenched and butts treble carvel riveted.
The Fore, main & Cross-jack Yards and lower Topsail Yards each of two plates 7/8 & 5/8 & 4/8 thick, lands single and butts double and treble clenched riveted.

In what manner are the surfaces preserved from oxidation? Inside *Flat of Bottom with Portland Cement*
Ditto ditto Outside *Red lead and patent grease.*

I am of opinion this Vessel should be Classed *A*.
The amount of the Fee£ 5 : - : is received by me, *Alex Linton*
July 1869 Special£ 55 : 9 :
Certificate (if required)£ *10* : - :
Committee's Minute 9th July 1869

Character assigned *A* *1* *A to P*

This sailing ship built of iron appears eligible for Classification as recommended above.
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